



# EIGHT GRAND AUTUMN TRIPS

— FOR —

AUGUST AND SEPTEMBER, 1882.

W. RAYMOND,

I. A. WHITCOMB,

240 Washington Street, Boston.



# *Autumn Excursion No. 1.—1882.*

THE HUDSON RIVER, ALBANY TRENTON FALLS.

Niagara Falls, Saratoga, Lake George,

LAKE CHAMPLAIN,

BURLINGTON AND MONTPELIER, VT., PLYMOUTH, N. H., ETC.

A TEN-DAYS' TRIP

TO SOME OF THE MOST FAMOUS WATERING PLACES AND MOST ROMANTIC RESORTS IN  
NEW YORK AND NEW ENGLAND

THE PARTY TO LEAVE BOSTON WEDNESDAY, AUGUST 23,  
RETURNING FRIDAY, SEPTEMBER 1.

PRICE OF TICKETS (all Travelling Expenses included), SIXTY DOLLARS.

W. RAYMOND,

L. A. WHITCOMB,

240 Washington Street, Boston.



SEASON OF 1882.

FIRST AUTUMN EXCURSION.

AUGUST 23 TO SEPTEMBER 1

THE first of our series of Autumn Tours will occupy the closing part of August and the first day of September, terminating just previous to the opening of the schools in Boston and most of the neighboring cities and towns. It will include visits to several of the great watering-places of the north, and to the most romantic resorts in New York State and New England, the travel in all cases being over the most delightful and fashionable tourist routes. The extent and variety of the river and lake trips embraced in this programme, together with the opportunities to visit Trenton Falls, Niagara Falls and Saratoga, will render the excursion very attractive and enjoyable.

Leaving Boston Wednesday, August 23, at 3.30 P. M., by the Norwich line (New York & New England Railroad station, foot of Summer street), the party will proceed

by train to New London, where it will go on board the palatial steamer "City of Worcester." The boat will be reached at 8.00 P. M., and supper will be furnished before the arrival of the other passengers. The Norwich boats follow what is known as the "inside route," and there need be no fears of any roughness of the water.

State-rooms will be furnished the members of our party, and the water transit will be made in the most comfortable manner possible. The morning approach to New York from Long Island Sound is very beautiful. The boat glides through Hell Gate and down East river, past Blackwell's Island, between the two great cities of New York and Brooklyn, and under the gigantic bridge which is soon to unite them with each other, then rounding the Battery and sailing for a little distance up the North or Hudson river. A charming panorama of river, bay and city is thus afforded.

Breakfast will be furnished on the "City of Worcester," and as the transfer in New York, in order to take the magnificent steamer "Albany," of the Hudson River Day Line (which leaves at 8.45 A. M.), is only to the adjoining pier, — from Pier No. 40 to Pier No. 39, — there will be ample time therefor.

The trip up the Hudson river is one of the grandest excursions the whole country affords, the scenery being of the most picturesque and romantic character, and it will be made under the pleasantest circumstances. Leaving the metropolis, with its long line of crowded docks and busy streets, the Palisades, an unbroken series of rocky precipices, 500 feet high, are seen upon the western bank. Fort Lee and Fort Washington, on opposite sides of the river, ten miles from the New York City Hall, will recall some of the stirring events of the American Revolution. Yonkers is a handsome city, seventeen miles from New York, and just below it are the buildings of the Academy of Mount St. Vincent, one of which, in the form of an old-world castle, was once the home of Edwin Forrest. Hastings, Dobb's Ferry and Irvington are passed,

and at the latter point, "Sunnyside," once the home of Washington Irving, is seen near the river.

We are now in the broad part of the Hudson river, known as Tappan Zee. Piermont, Nyack and Tarrytown are passed, and Sing Sing, with its prison buildings, is next seen. Haverstraw is upon revolutionary ground, and Verplanck's Point, on the east side of the river, is the spot at which Hendrick Hudson's ship first came to anchor after he entered the stream from the sea. Stony Point and Peekskill, the latter just above Haverstraw Bay, suggest revolutionary events, and, indeed, nearly every town upon the Hudson contributed something to the history of those perilous times. We are now in the midst of the grand mountain group known as the Highlands, through which the Hudson makes its way in abrupt curves. On the left is the rugged front of Dunderburg Mountain, and on the right Anthony's Nose. Bold precipices rise from the water's edge to a height of from 500 to 1,500 feet. Sugar Loaf Mountain is two miles above Anthony's Nose, and near by was Fort Independence. Forts Clinton, Montgomery, Putnam and Constitution were farther up the river. Butternut Falls are upon the west side.

West Point, where the edifices of the United States Military Academy (established in 1802) occupy a plateau 188 feet above the river, is in the very heart of the Highlands. This place was the great key to the Hudson in the American revolution. A turn in the river opens new scenes of picturesque beauty. Cronest and Butterhill, or Storm King, the former with an elevation of 1,428 feet, and the latter 1,500 feet, are the northern outposts of the range. Cold Spring is one of the most picturesque of the villages on the Hudson. "Undercliff," near by, was the residence of the poet, George P. Morris, and "Idlewild" was the romantic home of N. P. Willis. Newburgh is a handsome and flourishing city of over 18,000 inhabitants, on the west bank. On

a hill, just south of the landing, is an old stone building, which was occupied by Washington as his headquarters at the end of the revolution. It was here that the revolutionary army was disbandcd at the close of the war, June 23, 1783. Fishkill Landing, opposite Newburg, is the scene of many of the incidents of Cooper's novel, "*The Spy: a Tale of the Neutral Ground*."

Poughkeepsie, a city of upwards of 20,000 inhabitants, occupies a fine position on the east bank of the river, 75 miles from New York. There are several fine educational institutions located here, including Vassar College. Rondout and Kingston are upon the west bank, and Rhinebeck on the east. The noble forms of the Catskill Mountains, which are situated about ten miles west of the river, now form the most prominent feature in the outlook from the steamer. High Peak, the most elevated mountain of the range, is 4,000 feet high. The town of Catskill, and the city of Hudson, the former upon the west and the latter upon the east, are the chief remaining places of importance until Albany (145 miles from New York) is reached at about 6.15 P. M. Dinner will be served on board the steamer "Albany," at 2.30 P. M.

On the arrival at Albany the passengers will be transferred to the Delavan House by means of horse-cars, which run within one block of the steamer landing. The Delavan has lately passed into the hands of Messrs. T. Roessle, Son & Co., a celebrated hotel-keeping firm, already favorably known to very many of the patrons of our excursions through connection with the Fort William Henry Hotel at Lake George and the Arlington in Washington. The elder members of the firm also kept the Delavan many years ago. The party will remain in Albany over night, and at 8.25 Friday morning, take a train at the station of the New York Central and Hudson River Railroad westward. Utica will be reached at 11.35 A. M., and a special train will be taken at once from the same station over the Utica and Black River Railroad for Trenton Falls. Arriv-



ing at the falls by 12.30 o'clock. There will be a carriage transfer to Moore's Hotel, where dinner will be provided, and the afternoon can be devoted to an exploration of the falls. Trenton Falls have little of the grandeur and sublimity of Niagara Falls, but for romantic beauty are unsurpassed. They are situated on West Canada Creek, a tributary of the Mohawk. The cascades are five in number, and are named respectively, beginning at the lower one and ascending the stream, Sherman, High, Mill-Dam, Alhambra and Rocky Heart Falls. The whole series has a descent of 200 feet. The best way to view the falls is to descend the stairway to the bottom of the ravine and then follow the pathway up the left bank. Leaving Trenton at 4.30 P. M. the party will proceed to Utica and thence to Syracuse, arriving in the latter city at 7.15 P. M. The night will be passed at the Vanderbilt House, O. E. Allen, proprietor, where Mrs. Alice J. Osborne will entertain the company with an evening of songs and readings.

Saturday, August 26, at 7.15 A. M., the party will leave Syracuse by a train on the New York Central and Hudson River Railroad for Niagara Falls, which will be reached at 1.00 P. M. The members of the party will be transferred from the station to the International Hotel, which will be their headquarters through Sunday, and until Monday morning. The time thus afforded will be ample for a thorough inspection of the Falls from every point, and for excursions to the various places of interest in the vicinity. The hotel is the nearest one to the Falls, and is but a few steps from the Rapids, Goat Island Bridge, and the entrances to Prospect Park. From Prospect Park the cataract is nightly illuminated by means of powerful electric lights, with an effect that is very beautiful. Members of the excursion party will be admitted to the Park at any time of the day or evening during their stay at Niagara Falls. Saturday afternoon an extended ride will also be provided by the management of the excursion, in the course of which all the different points of interest in the vicinity will be visited. A special feature of this ride

will be the inclusion of all incidental tolls and admission fees, which generally cost the visitor more than the ride itself. The carriages will cross the river to the Canada side by the Suspension Bridge, so that a general view may be had of the Falls from that side. The ride will extend up to the Old Table Rock, and the verge of the Horse-Shoe Fall, and then back, down the river on the Canadian side to the Whirlpool Rapids, a descent to which is made by means of an inclined railway. Returning from the Whirlpool Rapids, and across the river again to the American side, the visitors will be taken into Prospect Park, from whence the only near views of the American Fall are to be had. The excursion tickets also provide for a trip down and back over the inclined railway at this point, so that the foot of the Fall may be gained. Parties go under the Falls at this point. Goat Island will also be visited, the carriages halting at Luna Island, the Biddle Staircase (entrance to the Cave of the Winds), the site of Terrapin Tower, and the beautiful little islands known as the Three Sisters, which are situated in the Rapids above the Falls.

The party will leave Niagara Falls at 7.25 A. M., on Monday, August 28, taking the cars of the New York Central and Hudson River Railroad, eastward. Syracuse will be reached at 12.15 P. M., and dinner will be served at the station dining-rooms. Continuing the journey from that point, Schenectady will be reached at 4.10 P. M., and Saratoga at 5.15 P. M., the latter part of the journey being over the railway line of the Delaware and Hudson Canal Company. At Saratoga the party will make its headquarters at Congress Hall, and there will be an omnibus transfer from the depot to the hotel. Congress Hall is one of the colossal hotels of Saratoga, and one of the most favored establishments in this city of great hotels. It occupies a very central position, in proximity to the other large houses, Congress Park, and the principal springs, including the Congress, Hathorn, Columbian, Washington, Hamilton and Pavilion.

The Seltzer, Magnetic, High Rock, Star, Empire and Red Springs are within ten or fifteen minutes' walk; the Spouting Springs, including the Champion and Geyser, are about two miles from the village, and Saratoga Lake is about four miles in another direction. Between the hours of 9.00 A. M. and 1.00 P. M., either on Tuesday or Wednesday, as individuals may prefer, a carriage-drive will be taken, in the course of which all the principal springs and other points of interest will be visited.

Wednesday afternoon, at 2.40 P. M., the party will take the cars for Caldwell, Lake George, passing over the Delaware and Hudson Canal Company's line, and its Glens Falls and new Lake George branches. The Fort William Henry Hotel, which occupies a romantic position at the head of Lake George, will be reached at 4.00 P. M., and here the night will be passed. The hotel covers the site of the ancient fort, which was the scene of a terrible massacre, August 9, 1757, when the Indians attached to Montcalm's army butchered the English and Indians who had succumbed to the prowess of the French general. Two years before (Sept. 8, 1755), the celebrated battle of Lake George was fought in the vicinity of Bloody Pond. The ruins of another fortification, Fort George, which was built after the reduction of Fort William Henry, are situated a short distance southeast of the hotel. On the morning of Thursday, at 9.30, the party will take a steamer on Lake George, and traverse the entire length of this lovely sheet of water. The lover of nature may here feast his eyes upon some of the grandest lake and mountain scenery. The lake is 33 miles in length, and 300 feet above tide water, or 220 feet above Lake Champlain. The water is of great purity, and on that account the name of Lac Sacrament was applied to it by the French. The mountains rise from the water's edge in picturesque forms, and there are many romantic little islands in the lake.

The few miles intervening between the foot of Lake George and Fort Ticonderoga, on Lake Champlain, will be traversed by rail. Here, again, we shall be on historic ground, and the ruins of old Fort "Ti," especially, will recall some of the most thrilling events of our revolutionary and colonial history, including its bold seizure by Colonel Ethan Allen, on the 10th of May, 1775. The fine steamer "Vermont," of the Lake George and Lake Champlain Steamboat Company (P. W. Barney, superintendent of transportation, and George Rushlow, captain), will be taken at Fort Ticonderoga for an excursion down the lake, or northward, and dinner will be served on the boat on our arrival. The scenery upon Lake Champlain is less bold and rugged than that of Lake George, but still very grand and beautiful. Upon one side are the Green Mountains of Vermont, and upon the other the Adirondacks, all the highest peaks of both being in plain sight. Burlington will be reached at 5.25 P. M., and the excursion party will proceed from that point, over the Central Vermont Railroad to Montpelier, the capital of Vermont, *via* Essex Junction. Montpelier will be reached at 7.30 P. M., and the night will be passed at the Pavilion Hotel, a house that bears a very high reputation among travellers.

Leaving Montpelier at 8.00 A. M., on Friday, September 1, and proceeding over the Montpelier and Wells River, and the Boston, Concord, Montreal and White Mountains Railroads, the party will reach Plymouth for dinner, and arrive back in Boston at 5.15 P. M., (Boston, Lowell and Concord Railroad station, Causeway street).

The return tickets will be good from Wells River, Vt., until October 14, inclusive. At a small additional cost, members of the party will be enabled to make a round of the White Mountain resorts, there being direct and all-rail communications from that point with the Profile House, Fabyan House, Crawford House, Summit of Mount Washington, Bethlehem, Jefferson, etc.

The excursion will be carried out in accordance with the following:

## ITINERARY.

WEDNESDAY, August 23. — Leave Boston by the Norwich Line (New York and New England Railroad station, foot of Summer street) at 3.30 P. M. On arrival at the station, members of the party should check their baggage to Albany *viz* the Norwich and the Hudson River Day lines; the checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the boat at 8.00 P. M.; supper, state-room accommodations and breakfast will be furnished on board the steamer.

THURSDAY, August 24. — Proceed, after breakfast on board the "City of Worcester," from Pier No. 40, North river, to Pier No. 39, from whence the steamer "Albany," of the Hudson River Day line, will leave at 8.45 A. M.; dinner on board the steamer "Albany," at 2.30 P. M.; arrive at Albany at 6.15 P. M.; transfer to the Delavan House by horse-cars (one block from the steamboat landing); supper, lodgings and breakfast at the Delavan House.

FRIDAY, August 25. — Leave Albany (New York Central and Hudson River Railroad station) at 8.25 A. M.; arrive at Utica, 11.35 A. M.; leave Utica (Utica and Black River Railroad) by special train at once for Trenton Falls, arriving there at 12.30 P. M.; carriage transfer to Moore's Hotel; dinner at the hotel; leave Trenton Falls (carriage transfer from Moore's Hotel to the station) by special train at 4.30 P. M.; arrive at Syracuse, 7.15 P. M.; remain over night at the Vanderbilt House, O. E. Allen, proprietor. There will be "an evening of songs and readings" by Mrs. Alice J. Osborne, in the hotel parlor.

SATURDAY, August 26. — Leave Syracuse (New York Central and Hudson River Railroad) at 7.25 A. M.; arrive at Niagara Falls, 1.00 P. M.; stop at the International Hotel. (Omnibus transfer from the station to the hotel.) Carriage-drive in the afternoon, visiting the Suspension Bridge, the Canada Shore, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc. Exhibition of the Falls under the electric light at Prospect Park, in the evening; tickets good each evening during the stay.

SUNDAY, August 27. — At Niagara Falls.

MONDAY, August 28. — Leave Niagara Falls (New York Central and Hudson River Railroad) at 7.25 A. M.; arrive at Syracuse at 12.15 P. M.; dinner at the station dining-rooms; arrive at Saratoga, 5.15 P. M.; omnibus transfer to Congress Hall.

TUESDAY, August 29. — At Saratoga. Between the hours of 9.00 A. M. and 1.00 P. M., carriage-drive, visiting the various springs and other points of interest in and about Saratoga. The drive may be taken between the same hours Wednesday morning, if preferred.

WEDNESDAY, August 30. — Leave Saratoga (Delaware and Hudson Canal Company's Railroad) at 2.40 P. M.; arrive at Caldwell, Lake George, at 4.00 P. M.; stop at the Fort William Henry Hotel.

THURSDAY, August 31. — Take the steamer on Lake George at 9.50 A. M.; arrive at Baldwin, 1.00 P. M., and Ticonderoga, 1.30 P. M.; take steamer "Vermont" at latter point; dinner on board the boat on arrival; arrive at Burlington, Vt., at 5.25 P. M., connecting with train (Central Vermont Railroad) *via* Essex Junction for Montpelier; arrive at Montpelier, 7.30 P. M.; stop at the Pavilion Hotel.

FRIDAY, September 1. — Leave Montpelier (Montpelier and Wells River Railroad) at 8.00 A. M. thence over Boston, Concord, Montreal and White Mountains Railroad, south; arrive at Plymouth, N. H., 12.00 M.; dinner at the Pemigewasset House; leave Plymouth at 1.00 P. M.; arrive in Boston at 5.15 P. M. (Boston, Lowell and Concord Railroad station).

The price of tickets for this excursion will be SIXTY DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; state-room berths on the Norwich line; omnibus and other transfers at Albany, Trenton Falls, Niagara Falls and Saratoga; carriage-drives and tolls at Niagara Falls and Saratoga; all baggage transportation, transfer, etc.; and, in brief, all needed expenses of the entire round trip from Boston back to Boston. Return tickets will be good from Wells River until October 14, 1882, inclusive.

Parties desirous of joining this party should make known their wishes as early as


possible, and certainly on or before Saturday, August 19. In joining this excursion party be particular to name Autumn Excursion No. 1, leaving Boston August 23.

A souvenir list of the excursionists will be printed for the use and convenience of the party.

Boston, August 5, 1882.

W. RAYMOND.

L. A. WHITCOMB.

 Tickets for the excursion, and all required information may be obtained of

W. RAYMOND, 240 WASHINGTON STREET, BOSTON, MASS.





# Autumn Excursions Nos. 2, 5, 7 and 8.—1882.

FOUR WEEKLY TRIPS OF SIX DAYS EACH

— TO —

## LAKE MEMPHREMAGOG AND THE WHITE MOUNTAINS.

INCLUDING

AN EXCURSION BY STEAMER ON LAKE MEMPHREMAGOG FROM NEWPORT; AN EXTENDED ROUND OF  
THE WHITE MOUNTAIN RESORTS, WITH VISITS TO PLYMOUTH, THE FAIRYAN  
HOUSE, CRAWFORD HOUSE, PROFILE HOUSE,

## THE SUMMIT OF MOUNT WASHINGTON.

An Excursion through the White Mountain Notch to Upper Bartlett, etc.

*The several Parties to leave Boston as follows:*

Monday, September 4;	. . .	Return, Saturday, September 9.
Monday, September 11;	. . .	Return, Saturday, September 16.
Monday, September 18;	. . .	Return, Saturday, September 23.
Monday, September 25;	. . .	Return, Saturday, September 30.

Price of Tickets (all Travelling Expenses included), Thirty-Eight Dollars.

W. RAYMOND,

240 Washington Street, Boston.

L. A. WHITCOMB



## SEASON OF 1882.

### SECOND, FIFTH, SEVENTH AND EIGHTH AUTUMN EXCURSIONS,

SEPTEMBER 4 TO 9; 11 TO 16; 18 TO 23; AND 25 TO 30.

Among our most popular tours of the present and past seasons have been those devoted to the beautiful lakes and mountains of Vermont and New Hampshire. In arranging a series of six-days' trips to Lake Memphremagog and through the White Mountains, for the month of September, we are sure to meet the wishes of many patrons. Persons who have travelled through the upper part of Vermont or the White Mountains in September need not be told of the pleasures of the journey. Nowhere does the autumn foliage put on more varied and brilliant colors, and in many places the hills and valleys are clothed in all the variegated tints of a *parterre* or garden of flowers. Travelling, too, becomes a luxury in the cool, invigorating air of autumn, and the great summer throng has left the mountain hotels, so that there is no danger in any case of meeting with crowds of tourists. As there are to be four excursions, in successive weeks, the number in each party is likely to be less than in case the number of

trips was confined to one or two, as in previous seasons. Every possible arrangement has been made for the comfort and enjoyment of each party, during its transit and at the leading hotels and mountain resorts.

The parties will leave Boston (Boston, Lowell & Concord Railroad station, Causeway street) on successive Monday mornings (September 4, 11, 18 and 25) at 8.30. The route is through the pleasant northern suburbs of the city, and thence through a region abounding in picturesque and varied scenery. Several large cities and towns are scattered along the route, including Lowell, Nashua, Manchester, and Concord; and after the latter, the capital of the Granite State, is passed, the traveller draws near the lake and mountain region of New Hampshire. For many miles the railroad lies along the shores of Lake Winnepesaukee, with an ever-varying prospect of mountain and lake. The summer city at the Weirs will be found astir in anticipation of the various grove meetings soon to be held there. The beautiful town of Plymouth will be reached at a time when the travellers' appetites have been sharpened by the journey and the pure mountain air, and a dinner at the Pemigewasset House will prove very acceptable. Continuing the journey northward, the mountain scenery becomes bolder, and at times the traveller seems to be hemmed in by high hills. Crossing at Warren Summit from the valley of Baker's river to that of the Connecticut, new scenes of beauty come before the vision, along the Connecticut and some of its tributaries, beside which the railroad continues. The views along the line of the Passumpsic Railroad are no less picturesque than those in the country below; the streams and cascades by the way, the curious forms of the mountains which guard Willoughby Lake, the beautiful stretch of water known as Crystal Lake, and finally the gracefully rounded bays and islands of Lake Memphremagog, serve to form a succession of enchanting scenes. The Memphremagog House, which is made the end of the first day's jaunt, is very

delightfully situated on the shore of the lake, and is a famous place of fashionable summer resort.

Tuesday morning there will be an excursion upon the lake in the steamer "Lady of the Lake," and after dinner the party will start for the White Mountains, retracing its course over the Passumpsic Railroad as far as St. Johnsbury, and then proceeding over other lines to the Fabyan House, which will be reached at an early hour.

Wednesday will be devoted to the ascent of Mount Washington, the visitors leaving the Fabyan House in the morning, climbing to the summit of the mountain (6,293 feet above sea level) with the aid of the iron horse, and returning in the afternoon. Several hours will be passed at the summit, and dinner will be provided at the hotel there, the Mount Washington Summit House. On the return the party will proceed to the Crawford House, instead of stopping at the Fabyan House. The Crawford is another very delightful abiding place, and it is situated amidst some of the most interesting objects in the mountain region.

Thursday will be devoted to view some of the wonders of the White Mountain Notch. In the forenoon there will be a carriage-ride to the top of Mount Willard, which stands across the head of the Notch, while its face is nearly a perpendicular precipice for a thousand feet or more. The view of the Notch from this elevated point is remarkable, and has commanded the admiring praise of many eminent writers. Returning from Mount Willard, the party will dine at the Crawford House, and then take a train of observation cars on the Portland and Ogdensburg Railroad for a trip down through the Notch and back. The train will proceed as far as Upper Bartlett, fifteen miles south of the Crawford House. The mountain scenery within the Notch, and below, is of the boldest and most rugged character, and the ever-varying position of the beholder brings into vision a fresh succession of glorious pictures. Instead of

stopping at the Crawford House on the return, the party will proceed over the Boston, Concord, Montreal and White Mountains Railroad to Bethlehem Junction, and thence over the Profile and Franconia Notch Railroad to the Profile House, which will be reached at an early hour.

This is another favorite mountain nook. The hotel is situated upon a little plateau surrounded by high mountains, and there are two beautiful lakes — Profile and Echo — only a short distance away. Across the former the visitor gazes in awe upon the “Great Stone Face,” or the “Old Man of the Mountain,” as the remarkable profile is more generally known.

Friday will be given over to sight-seeing in and about the Franconia Notch, and the visitor can put his leisure hours in boating on the lakes, or in rambles about their shores. There will be a carriage-ride through the Notch for the purpose of visiting those great natural wonders, the Flume, the Pool and the Basin. Some of the party will make this excursion in the forenoon, and others in the afternoon.

Saturday morning the party will turn their faces homeward. To accommodate all who may desire to extend their absence, the return tickets from the Profile House will be good until October 14th. The members of the party who return direct to Boston, will arrive at Plymouth at 12.30 P. M., dine at the Pemigewasset House, and reach Boston at 5.15 P. M.

It will be seen that these trips have been arranged with a sufficient allowance of time to visit the beautiful lake resort, Lake Memphremagog, and all noted points in the White Mountains. It would be impossible to combine a more delightful round of travel and sight-seeing within the space of a week. Carriage-rides are provided where they are needed, and the steamer excursion on Lake Memphremagog will form a pleasant feature.

The several excursions will be carried out in accordance with the following

## ITINERARY.

MONDAY, September 4, Autumn Excursion No. 2.

MONDAY, September 11, Autumn Excursion No. 5.

MONDAY, September 18, Autumn Excursion No. 7.

MONDAY, September 25, Autumn Excursion No. 8.

Leave Boston, from the Boston, Lowell and Concord Railroad station, Causeway street, at 8.30 A. M. On arrival at the station, members should check their baggage to Newport, Vt.:

the checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise or other piece of baggage, to serve as a ready means of identification. Arrive at Plymouth, N. H., at 12.40 P. M.; dinner at the Penigewasset House; leave Plymouth at 1.10 P. M.; arrive at Newport, Vt., at 4.50 P. M.; stop at the Memphremagog House.

TUESDAY, September 5, Autumn Excursion No. 2.

TUESDAY, September 12, Autumn Excursion No. 5.

TUESDAY, September 19, Autumn Excursion No. 7.

TUESDAY, September 26, Autumn Excursion No. 8.

Excursion during the forenoon on Lake Memphremagog, by steamer "Lady of the Lake," going down the lake as far as Georgeville and return; the steamer

leaves Newport at 8.30 A. M., and returns in time for dinner. Leave Newport at 1.20 P. M. by rail (Passumpsic Railroad) for the Fabyan House, arriving there at 5.10 P. M.; stop at the Fabyan House over night.

WEDNESDAY, September 6, Autumn Excursion No. 2.

WEDNESDAY, September 13, Autumn Excursion No. 5.

WEDNESDAY, September 20, Autumn Excursion No. 7.

WEDNESDAY, September 27, Autumn Excursion No. 8.

Leave Fabyan House at 9.15 A. M., by Mount Washington branch of Boston, Concord, Montreal and White Mountains Railroad (observation cars) for base of

Mount Washington, thence by Mount Washington Railway to the summit, arriving at 11.30 A. M.; dinner at the Mount Washington Summit House; leave the summit at 1.45 P. M., and proceed by rail *via* Fabyan House to the Crawford House, arriving at 4.45 P. M.; stop at the Crawford House.

THURSDAY, September 7, Autumn Excursion No. 2.	}	At the Crawford House. During the forenoon carriage excursion to the summit of Mount Willard; at 2.30 P. M. leave the Crawford House, <i>via</i> the Portland and Ogdensburg Railroad, for a trip through the Notch (observation cars); arrive at Upper Bartlett (fifteen miles below the Crawford House) at 3.20 P. M.; leave Upper Bartlett at 3.55 P. M., on the return, and proceeding through, <i>via</i> Fabyan House and Bethlehem Junction, arrive at the Profile House, over the Profile and Franconia Notch (narrow gauge) Railroad, at 7.00 P. M.
THURSDAY, September 14, Autumn Excursion No. 5.		
THURSDAY, September 21, Autumn Excursion No. 7.		
THURSDAY, September 28, Autumn Excursion No. 8.		

FRIDAY, September 8, Autumn Excursion No. 2.	}	At the Profile House, Franconia Notch. Carriage-ride to the Flume, Pool, Basin, etc.
FRIDAY, September 15, Autumn Excursion No. 5.		
FRIDAY, September 22, Autumn Excursion No. 7.		
FRIDAY, September 29, Autumn Excursion No. 8.		

SATURDAY, September 9, Autumn Excursion No. 2.	}	Leave the Profile House at 9.00 A. M., <i>via</i> Profile and Franconia Notch Railroad, for Bethlehem Junction, thence to Boston, over Boston, Concord, Montreal and White Mountains Railroad route; arrive at Plymouth at 12.30 P. M.; dinner at the Penigewasset House; leave Plymouth at 1.00 P. M.; arrive in Boston at 5.15 P. M.
SATURDAY, September 16, Autumn Excursion No. 5.		
SATURDAY, September 23, Autumn Excursion No. 7.		
SATURDAY, September 30, Autumn Excursion No. 8.		

The price of tickets for the round trip, from Boston back to Boston, is THIRTY-EIGHT DOLLARS. This sum covers all transportation by rail; hotel accommodations and incidental meals at Plymouth, N. H., Newport, Vt., the Fabyan House, the Summit of Mount Washington, the Crawford House and the Profile House; the steamboat excursion on Lake Memphremagog; the railroad excursion through the White Mountain Notch; the carriage-rides up Mount Willard, and from the Profile House to the



Flume, Pool, etc.; the care of baggage, etc. The return tickets will be good from the Profile House until October 14.

Persons desirous of joining any of these excursion parties should enroll their names, and purchase their tickets on or before the Thursday preceding the date of starting (August 31, or September 7, 14 or 21); and in doing this should be explicit in naming their choice as Autumn Excursion No. 2, leaving Boston September 4; Autumn Excursion No. 5, leaving Boston September 11; Autumn Excursion No. 7, leaving Boston September 18; or Autumn Excursion No. 8, leaving Boston September 25.


A souvenir list of the excursionists will be prepared for the use and convenience of the party.

Boston, August 5, 1882.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion, and all required information may be obtained of

W. RAYMOND, 240 WASHINGTON STREET, BOSTON, MASS.



*Autumn Excursion No. 3. — 1882.*

LAKE WINNIPESAUKEE, PLYMOUTH, N. H.,  
MONTREAL, THE LACHINE RAPIDS, QUEBEC.

THE FAR-FAMED SAGUENAY RIVER,

THE FALLS OF MONTMORENCI, and LAKE MEMPHREMAGOG.

A NINE-DAYS' TRIP

THROUGH THE LAKE AND MOUNTAIN REGIONS OF NEW ENGLAND, AND AN EXTENDED TOUR  
THROUGH THE MOST INTERESTING PARTS OF CANADA, WITH A GLIMPSE OF ITS  
NATURAL WONDERS, AND THE ONLY MIRACLE CHURCH IN AMERICA.

THE PARTY TO LEAVE BOSTON, TUESDAY, SEPTEMBER 5,

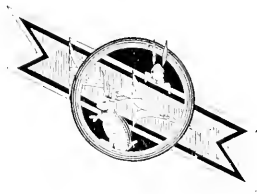
AND TO RETURN, WEDNESDAY, SEPTEMBER 13.

PRICE OF TICKETS, (all Travelling Expenses included,) . . . . \$50.00

W. RAYMOND,

I. A. WHITCOMB,

240 WASHINGTON STREET, BOSTON.



SEASON OF 1882.

THIRD AUTUMN EXCURSION,

SEPTEMBER 5 TO 13.

A TOUR through Northern New England and Canada, with an extension of the journey down the St. Lawrence River and up the picturesque Saguenay, combines much that is novel and interesting to the American traveller. In Canada the citizen of "the States" finds himself surrounded by an entirely different order of things than he is accustomed to at home. The appearance of the cities and towns, the people and their social customs, differ essentially from what he has left over the border. In Quebec, he is in an ancient walled city. Portions of the old French capital have an aspect as essentially and distinctly foreign as the old parts of Paris, and just outside the city may be found in any of the pretty little villages which cluster about the town, a veritable piece of Normandy — Normandy as it was a century or two ago. While Quebec retains many evidences of its French origin, Montreal, in its fine and substantial buildings and its magnificent docks, bears a closer resemblance

to an English city, although its numerous and very extensive Catholic institutions betray again different influences. There is no need to go to Europe to visit foreign scenes, when we have them within a day's ride of Boston and New York. In natural scenery Canada possesses many wonders. The St. Lawrence river, which partakes almost of the nature of a sea hundreds of miles from its mouth, and its noble tributary, the Saguenay, would be worth crossing the ocean to gaze upon, while the scenery upon the latter rivals that of the Rocky Mountains and the Sierra Nevada in boldness and grandeur.

The proposed trip will include, in addition to all the portions of Canada here referred to, excursions upon those two beautiful New England lakes, Winnepesaukee and Memphremagog, the latter of which, however, lies to a large extent across the Canadian border.

Leaving Boston on the morning of Tuesday, September 5, from the station of the Boston, Lowell and Concord Railroad on Causeway street, the party will journey northward over an exceedingly pleasant route. That delightful spot on the borders of Lake Winnepesaukee, the Weirs, will be reached at noon, and after a dinner at the Hotel Weirs, a trip will be taken upon the lake on board the steamer "Lady of the Lake," leaving the Weirs at 2.00 P. M. The excursion will include a sail across this beautiful sheet of water to Wolfborough, thence leisurely about the lake, and back to the Weirs. The lake contains a great number of picturesque islands, and the views of the mountains to be had from the steamer are exceedingly fine. The Weirs will be reached on the return between four and five o'clock, when a train over the Boston, Concord, Montreal and White Mountains Railroad will be taken for Plymouth, which will be reached at supper time. The popular Pemigewasset House will be made the headquarters of the party until Wednesday noon, and during Wednesday forenoon

there will be a carriage-ride about Plymouth. In the course of this excursion, Mount Prospect, which commands a magnificent view of the lakes and mountains, will be visited, and also Livermore Falls, and the Massachusetts and New Hampshire state fish-hatching establishment.

At 1.00 P. M., after dinner at the Pemigewasset House, a train will be taken northward. Newport, Vt., will be reached about 5.00 P. M., and through special arrangements made with the managers of the South Eastern Railway, the train will be held there until supper has been obtained at the Memphremagog House. This plan will contribute much to the comfort of the party. Resuming the railway ride, Montreal will be reached about 8.30 P. M., and there will be a transfer by Morey's omnibuses from the station to the Windsor Hotel.

Thursday will be passed in the interesting city of Montreal, and a programme has been arranged which cannot fail to give the stranger a comprehensive idea of its extent and beauty. The principal churches, the sightly park on the summit of Mount Royal, and the Grey Nunnery (or L'Hôpital Général de les Sœurs Grises) will be visited, in the course of a carriage-drive which will take the visitors through every section of Montreal. Among the prominent churches are the French Cathedral of Notre Dame, which was built in imitation of its Paris namesake, and holds over ten thousand people, on Notre Dame street; the handsomely decorated Church of the Jesuits, on Bleury street; Christ Church Cathedral, on St. Catherine street; the new and beautiful Church of Notre Dame de Lourdes, on St. Catherine street; the ancient church of Notre Dame de Bonsecours, on St. Paul street; and the partly constructed St. Peter's Cathedral, near Dominion square. The towers of Notre Dame, one of which may be ascended, are 220 feet in height. Among the prominent public buildings are several bank edifices and the Post-office, on St. James street; the Court House and new

City Hall, on Notre Dame street; the Bonsecours Market, on St. Paul street; Ste. Anne's Market, on Foundling street; the Custom House, at Foundling and Common streets; the Young Men's Christian Association building, on Victoria square; and the Hotel Dieu, McGill College, College of Montreal and the Exhibition structures, near the mountain. The statue of her Majesty the Queen, which ornaments Victoria square; the Nelson Monument, at the head of Jacques Cartier square; and the substantial docks crowded with ocean steamers and sailing craft, are also objects of interest. The Grey Nunnery comprises an extensive group of buildings on Dorchester and Guy streets, and the visit thereto will be made at 12.00 M., the hour at which the nuns assemble in the chapel for their devotions. The view from Mount Royal includes the entire city, the river and its islands, the Victoria Bridge, and a large extent of country with Belœil, Boucherville, and other distant mountains. To the list of prominent edifices should be added the Windsor Hotel, which is one of the finest establishments of its kind in America.

At 5.00 o'clock Thursday afternoon, a train will be taken on the Grand Trunk Railway, at the Bonaventure street station, for Lachine, from whence the party will return to the city by steamer, through the famous Lachine Rapids. These rapids have a fall of 44.9 feet within a short distance, and the passage through them is very exciting. Just before reaching Montreal, the steamer passes under the celebrated Victoria Bridge. The work rests upon 24 piers which are placed 242 feet apart, except in the centre, where the span is 330 feet. The railway passes through a tube which is lifted 60 feet above the summer level of the water. The bridge is one and a quarter miles in length, or with its approaches, nearly one and three-quarters miles, and its cost was nearly seven millions of dollars. The approach to Montreal by the river from above, affords an unsurpassed view of this picturesquely beautiful city. Upon their return to



Montreal, the passengers will go at once on board the Richelieu Company's steamer which leaves at 7.00 P. M. for Quebec. Supper and state-room berths will be furnished on board the steamer.

Arriving at Quebec at 6.30 Friday morning, the party will go at once on board the Saguenay steamer, which departs immediately after on its two days' trip down the St. Lawrence and up the Saguenay river. The view of Quebec gained from the steamer's deck is very fine. Cape Diamond, with its citadel and frowning battlements, stands high above the rest of the town, while on the opposite bank of the river, at Point Levis, are other extensive military works. The spires, domes and roofs of the city glisten in the morning sun like silver, although a closer inspection would show that they are covered by a more ignoble metal. Soon after leaving Quebec the Isle of Orleans is reached, and across the river near this point are seen the Falls of Montmorenci. The Isle of Orleans is about twenty miles long and from half a mile to five miles wide. It has several parishes, with a total population of between six and seven thousand. Grosse Isle, the quarantine station, the Isle aux Coudres and other islands are passed. Cape Tourment is a bold promontory, which rises on the north shore to the height of about 2,000 feet, and below that point the scenery assumes a very wild aspect. Baie St. Paul and Murray Bay are summer resorts for Montreal and Quebec people, the latter being especially a centre of attraction. Cacouna, just below Riviere du Loup, and Tadousac, at the mouth of the Saguenay, are also fashionable watering-places. Opposite the mouth of the Saguenay the St. Lawrence has a width of twenty miles.

The voyage up the Saguenay is generally made at night, and the return is made by day, so that none of the wonderfully grand and impressive scenery is lost to the tourist. The distance from Tadousac to Chicoutimi is about 100 miles, and for nearly

the whole distance the deep, black river—in many places of unfathomable depth—seems to occupy a rift in the mountains which rise from the water's edge. Capes Eternity and Trinity are two promontories which guard the entrance to Eternity Bay. The latter rises almost perpendicularly from the water to the height of about 1,800 feet. At Ha! Ha! Bay, or Chicoutimi, there is generally an opportunity to land and to see something of shore life.

Quebec will be reached on the return at about 6.30 Sunday morning, and there will be an omnibus transfer from the landing to the St. Louis Hotel. In this interesting old city the party will sojourn over Sunday and until Monday afternoon. On Monday there will be a carriage-drive about Quebec and its suburbs to facilitate sight-seeing, in the course of which all the principal points of interest in and near the city will be visited, including the citadel (situated 300 feet above, and directly overlooking, the river), the ramparts, the Plains of Abraham, Wolfe's monument, the Governor's garden (containing the Wolfe and Montcalm monument), the Durham and Dufferin terrace, the Basilica or French cathedral, Seminary chapel (paintings by Champagne and others, with relics) and the Falls of Montmorenci already seen from the river. Dinner will be had at the St. Louis Hotel, and at 5.00 P. M. the boat will be taken at Quebec for the return up the river to Montreal, which city will be reached in the morning. Supper and breakfast (as well as state-rooms) will be furnished on board the steamer, and on the arrival of the boat at her quay in Montreal, the party will be transferred by omnibuses to the Bonaventure-street station, where the cars will be taken at 9.00 A. M. for Newport, Vt.

The excursion party will reach Newport, Vt., at 12.40 P. M., in time for dinner at the Memphremagog House, and the afternoon will be occupied in a trip by steamer on the lake. The night will be passed at the Memphremagog House, and at 8.45 Wednes-

day morning, September 13, the cars will be taken for Boston over the Passumpsic and Boston, Concord, Montreal and White Mountains Railroads. Plymouth will be reached at 12.30 P. M., and dinner will be provided at the Pemigewasset House. Boston will be reached on the return at 5.15 P. M.

To accommodate members of the party who may desire to extend their sojourn in northern Vermont or New Hampshire, the return tickets from Newport will be good until and including October 14.

The excursion will be carried out in accordance with the following

### ITINERARY.

TUESDAY, September 5. — Leave the Boston, Lowell and Concord Railroad station, Causeway street, Boston, at 8.30 A. M.; members of the party on arrival at the station should check their baggage to Plymouth, N. H.; the checks will be taken up on the train. Baggage tags (furnished with each excursion ticket) should be inscribed with the owner's name and home address, and then attached to each trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the Weirs, 12 M.; dinner at the Hotel Weirs; excursion on Lake Winnepesaukee in steamer "Lady of the Lake," leaving the Weirs at 2.00 P. M., and arriving there on the return at 4.15 P. M.; then take the cars for Plymouth, arriving there at 4.50 P. M.; stop at the Pemigewasset House.

WEDNESDAY, September 6. — Carriage drive during the forenoon, visiting Mount Prospect, Livermore Falls and the Massachusetts and New Hampshire State Fish-hatching establishment; at 1.00 P. M. take the cars at Plymouth for Montreal; arrive at Newport, Vt., about 5.00; supper at the Memphremagog House, the train stopping there through a special arrangement made with the managers of the South Eastern Railway; arrive at Montreal 8.30 P. M.; transfer by Morey's omnibuses to the Windsor Hotel.

THURSDAY, September 7. — Carriage-drive during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.; leave Montreal at 5.00 P. M. by Grand Trunk Railway (Bonaventure-street station), for Lachine; take a steamer there and descend the rapids, returning to Montreal and going at once on board the Richelieu Company's steamer for Quebec; leave for Quebec at 7.00 P. M.; supper and state-room berths furnished.

FRIDAY, September 8. — Arrive at Quebec at 6.00 A. M.; transfer at once to the Saguenay steamer and start upon the trip down the St. Lawrence and up the Saguenay.

SATURDAY, September 9. — On the Saguenay River.

SUNDAY, September 10. — Arrive at Quebec at 6.30 A. M.; omnibus transfer to the St. Louis Hotel.

MONDAY, September 11. — At Quebec; carriage-drive during the forenoon, visiting the various places of interest in and about the city, including the citadel, the ramparts, Governor's garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; leave Quebec by steamer at 5.00 P. M. for Montreal (omnibus transfer to the boat); supper and state-room berths furnished.

TUESDAY, September 12. — Arrive at Montreal at 7.00 A. M.; breakfast on board the boat; transfer by Morey's omnibuses to the Bonaventure-street station, and there take train at 9.00 A. M. for Newport, Vt.; arrive at Newport at 12.40; stop at the Memphremagog House; during the afternoon, excursion on the lake on steamer "Lady of the Lake."

WEDNESDAY, September 13. — Leave Newport for Boston at 8.45 A. M.; arrive at Plymouth at 12.30 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1 P. M., arrive in Boston at 5.15 P. M.

The price of tickets for the entire trip from Boston back to Boston is FIFTY DOLLARS. This sum covers all transportation by rail and steamer; hotel accommodations and incidental meals at Plymouth, N. H., Newport, Vt., Montreal and Quebec; meals and state-room berths on steamers on the St. Lawrence and Saguenay Rivers;

the steamboat excursions on Lake Winnepesaukee and Memphremagog; carriage-rides at Plymouth, Montreal and Quebec; care of baggage, etc. The return tickets will be good from Newport, Vt., until October 14, inclusive.


Persons who desire to join this excursion party should signify their intention to do so, and procure their tickets on or before Friday, September 1. Please be explicit in naming Autumn Excursion No. 3 as the one selected, and state date of leaving Boston (September 5).

A souvenir list of the excursionists will be printed for the use and convenience of the party.

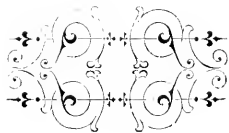
Boston, August 5, 1882.

W. RAYMOND.  
I. A. WHITCOMB.

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 Tickets for the excursion, and all required information, may be obtained of

W. RAYMOND, 240 WASHINGTON STREET, BOSTON.



# *Autumn Excursion No. 4. - 1882.*

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## SARATOGA, NIAGARA FALLS,

THE THOUSAND ISLANDS AND RAPIDS OF THE ST. LAWRENCE RIVER,  
Montreal and Lake Memphremagog.

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### A TWELVE-DAYS' TRIP

To some of the most famous Watering-Places in America, with an incidental voyage  
down the St. Lawrence to the Canadian Metropolis, and an Excursion  
on one of New England's Most Beautiful Lakes.

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THE PARTY TO LEAVE BOSTON THURSDAY, SEPTEMBER 7,

AND TO RETURN MONDAY, SEPTEMBER 18.

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Price of Tickets, (all Travelling Expenses Included,) Sixty-Five Dollars.

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W. RAYMOND,

I. A. WHITCOMB,

240 Washington Street, Bcston.





SEASON OF 1882.

FOURTH AUTUMN EXCURSION.

SEPTEMBER 7TH TO 18TH.

ONE of the most popular of our summer tours combined visits to Saratoga, Niagara Falls, the Thousand Islands, Montreal and Lake Memphremagog, with a voyage down the St. Lawrence through all the Rapids. A similar trip has been arranged for September. The party will leave Boston by the Fitchburg Railroad (station on Causeway street, near Warren Bridge) Thursday, September 7, at 8.00 A. M., and proceed westward over a delightful route which lies through northern Massachusetts and the lower section of New Hampshire and Vermont. Keene, N. H., and Bellows Falls and Rutland, Vt., are among the places passed through in the course of the journey. Near Rutland are extensive marble and slate quarries. Rutland will be reached at 1.40 P. M., and dinner will be served at the Bardwell House. As the train will not leave Rutland until 3.15, there will be ample time for the meal, and also for a stroll through the pleasant streets of

the town. Saratoga will be reached over the Delaware & Hudson Canal Company's Railroad at 6.00 P. M., and there will be an omnibus transfer from the station to Congress Hall, which the visitors will make their headquarters until Saturday morning. This sojourn will provide time for visits to the different springs, and for a full enjoyment of Saratoga and its gay and fashionable life. Twice a day concerts are given at the principal hotels and at Congress Park by famous bands and orchestras. Congress Hall is one of the largest and most fashionable of the Saratoga houses, and it is situated in the very centre of the life and gaiety of the great watering-place. It occupies the square bounded by Broadway and Putnam, East Congress and Spring streets, and four of the principal springs—the Congress, Columbian, Hathorne and Hamilton—are within a few rods of the hotel (on the opposite sides of three of the thoroughfares named); Congress Park, and all the other large hotels are near Congress Hall, and other of the springs, including the Pavilion, Magnetic, High Rock, Star, Empire, Red, etc., are within easy walking distance.

To facilitate sight-seeing there will be a carriage-drive Friday, between the hours of 9.00 A. M. and 1.00 P. M. During this drive, which will be taken in barouches, Saratoga Lake (four miles from the village), the Geyser and Champion Springs (two miles from the village in another direction), Woodlawn and the Excelsior, Star, Empire, High Rock and other springs situated in the village will be visited. The routes to the several springs will be over the principal and most attractive avenues in and about Saratoga.

The party will leave Saratoga Saturday morning, at 8.10 A. M., on a train of through cars, going *via* Schenectady, over the Delaware and Hudson Canal Company's Railway line, and thence westward to Niagara Falls, over the New York Central Railroad. Syracuse will be reached at 1.30 P. M., and dinner will be provided at the station

dining-rooms. Niagara Falls will be reached at 7.45 P. M., and there will be an omnibus transfer from the station to the International Hotel. Here the party will remain over Sunday and Monday, and until Tuesday morning. Each evening the falls will be illuminated by electric lights in Prospect Park, and the excursion tickets will admit to these novel and beautiful exhibitions. The tickets will also admit to the park at any time during the day. Monday morning there will be a carriage-drive, in the course of which all the principal points and objects of interest about the falls, on both the American and Canadian sides, will be visited. Crossing the river by the Suspension Bridge, the visitors will be taken up the Canadian bank in front of the Horse-Shoe Fall, and as far as Table Rock and the verge of the falls. Returning, the Whirlpool Rapids will be visited from the Canadian side, access being had to the water's edge at the bottom of the gorge, by an inclined railway. Recrossing the river, the party will be driven through the village, and to Prospect Park and Goat Island. Tickets are provided for the descent of the inclined railway in the park, and the drive about Goat Island will afford opportunities for halts at all the famous view-points and places of interest, including Luna Island, the Biddle Staircase, the site of Terrapin Tower, and the romantic islands known as the Three Sisters. Monday evening there will be an entertainment of music and readings, in which Mrs. Alice J. Osborne will appear.

At 7.25, on the morning of Tuesday, the party will take a train on the New York Central and Hudson River Railroad and proceed eastward through Rochester, Syracuse and Utica. At Syracuse, which will be reached at 12.15, there will be a halt for dinner. Utica will be reached at 2.00 P. M., and the route from that point will lie northward over the Utica and Black River Railroad. This road lies just west of the Adirondacks, and the scenery along its line is very picturesque and pleasing. Clayton will be reached at 6.30, and a steamer will be taken at that point for the Thousand Islands

House, Alexandria Bay, which will be reached an hour later. A trip among the Thousand Islands at the sunset hour is a delightful experience. Round Island, Wellesley Island, and many of the smaller islands are in this section of the river. On many of the islands are costly private residences, and the grounds in many instances are very beautifully laid out in parks and gardens. Wednesday will be passed at the celebrated Thousand Islands House. There are ample accommodations in this delightful spot for fishing, boating, steamboat excursions among the islands, and rambles about the shore.

Thursday will be devoted to the delightful river journey down the St. Lawrence to Montreal. This trip will lead through the remaining part of the lake of the Thousand Islands (Tuesday's excursion having included the upper end), and down over all the rapids. Upon the shores of the river are many places of historic importance, Brockville and Prescott being upon the Canadian side, and Ogdensburg upon the American bank. At Windmill Point, a mile below Prescott, on the Canadian side, the "Patriots" of 1837 established themselves under Von Shultz, a Polish exile, but were driven forth with severe loss. At Chrysler's farm, a short distance below Morrisburg, on the Canada side, a battle was fought between the English and Americans in 1813. The Rapids of the St. Lawrence extend for a long distance, and have a total fall of 221.6 feet before Montreal is reached. The first encountered are the Long Sault, and these are succeeded by the Coteau, the Cedars, the Split-Rock and the Cascade. In the latter part of the voyage, and only a few miles above Montreal, the boat is guided by an Indian pilot down through the famous Lachine Rapids. Great coolness, skill and nerve are requisite on the part of the pilots to successfully navigate these portions of the St. Lawrence. The passage of the Split-Rock and Lachine Rapids, is especially exciting. The canals built around the rapids, in order that vessels may ascend the river, have a

total length of 41 miles, the Cornwall ( $11\frac{1}{2}$  miles), the Beauharnois ( $11\frac{1}{4}$  miles), and the Lachine ( $8\frac{1}{2}$  miles), being the longest. The Cornwall canal overcomes the Long Sault (48 feet), the Beauharnois, the Coteau, Cedars, Split-Rock and Cascade (82.6 feet), and the Lachine Rapids have a fall of 44.9 feet within a short distance. Just before reaching Montreal, the steamer passes beneath the famous Victoria Bridge, which is one of the greatest works of its kind in the world. The approach to Montreal by water, gives a succession of very beautiful views of the city, the mountain, the island and other surroundings of the handsome Canadian metropolis.

Montreal will be reached at 6.00 P. M., and there will be a transfer by Morey's omnibuses from the station to the palatial Windsor Hotel. The succeeding day, Friday, Sept. 15, will be spent in this interesting city, and there will be a carriage-drive about the city, in the course of which the Notre Dame Cathedral on Notre Dame street, the beautiful Church of the Jesuits on Bleury street, the Grey Nunnery on Dorchester and Guy streets, the sightly Mount Royal Park, which commands a magnificent view of the city, the river and a large expanse of country, and numerous other points of interest, will be visited. The visitors may thus obtain a comprehensive idea of the beauty and extent of Montreal. The Grey Nunnery, or General Hospital of the Grey Sisters, which includes a retreat for the aged and a foundling asylum, will be visited at 12.00 M., at which hour the nuns are assembled in the chapel for devotions.

The party will take its departure from Montreal Saturday morning, omnibus transfer being furnished between the hotel and the Bonaventure-street station, from whence a train will leave over the South Eastern Railway at 9.00 A. M. The journey will be through Chambly, Farnham and Sutton in Canada, and Richford, Vt. Newport, Vt., will be reached at 12.45 P. M., and at this delightful lake resort the party will remain through the Sabbath. The popular Memphremagog House, one of the most justly-

celebrated of New England's summer resorts, will be made the abiding place of the travellers. Saturday afternoon will be devoted to an excursion on the lake on board the steamer "Lady of the Lake." This trip will take the party down the lake from Newport past Owl's Head and the picturesque shores of this charming sheet of water, at least, as far as Georgeville. The lake is situated for the larger extent within the line of the Dominion, and the views presented in a voyage over its fair surface include many of the noted mountain peaks of Canada and Vermont.

Monday morning, September 18, the party will leave Newport at 8.45 A. M., and dining at the Pemigewasset House, Plymouth, will reach Boston (Boston, Lowell and Concord Railroad station, Causeway street) at 5.15 P. M. The route southward from Newport is through a charming section of Vermont, New Hampshire and Massachusetts; the railroad lines following the valleys of the Passumpsic, Connecticut, Baker's, Pemigewasset and Merrimac rivers, and for some distance along the shore of Lake Winnepesaukee. In the vicinity of Haverhill, Warren and Wentworth, N. H., are some fine mountain views.

For the accommodation of persons who may desire to make a round of the White Mountain resorts, or who may wish to pass a longer time in northern Vermont or New Hampshire, the return tickets from Newport and southern points will be good until, and including, October 14, 1882.

The excursion will be carried out in accordance with the following

### ITINERARY.

THURSDAY, September 7. — Leave Boston by the Fitchburg Railroad (station on Causeway street) at 8.00 A. M. Members of the party on their arrival at the station should check their baggage to Saratoga,

and the checks will be taken up on the train by the baggage-master of the excursion, who will thenceforward through the trip take full charge of the same. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise and other piece of baggage, to serve as a ready means of identification. Arrive at Rutland, Vt., at 1.40 P. M.; dinner at the Bardwell House; leave Rutland (Delaware and Hudson Canal Company's Railroad) at 3.15 P. M.; arrive at Saratoga at 6.00 P. M.; omnibus transfer from the station to Congress Hall.

FRIDAY, September 8. — At Saratoga. Carriage-drive between the hours of 9.00 A. M. and 1.00 P. M.

SATURDAY, September 9. — Leave Saratoga at 8.10 A. M., in through cars *via* Delaware and Hudson Canal Company's Railroad (omnibus transfer to the station), to Schenectady, and thence westward over the New York Central and Hudson River Railroad; arrive at Syracuse, 1.30 P. M.; dinner at the station dining-rooms; arrive at Niagara Falls at 7.45 P. M.; omnibus transfer to the International Hotel; exhibition of the Falls under the electric light throughout the evening in Prospect Park. Members of the excursion party will be admitted to the Park at any time, day or evening, during their stay.

SUNDAY, September 10. — At Niagara Falls.

MONDAY, September 11. — At Niagara Falls. During the forenoon a carriage drive will be taken in order that all the points of interest in the vicinity of the Falls may be visited.

TUESDAY, September 12. — Leave Niagara Falls (omnibus transfer to the station) at 7.25 A. M., over the New York Central and Hudson River Railroad; arrive at Syracuse at 12.15 P. M.; dinner at station dining-rooms; reach Utica at 2.00 P. M., and at once take train on the Utica and Black River Railroad for Clayton; arrive at Clayton 6.30, and take steamer thence for Alexandria Bay, arriving there at 7.30 P. M., stop at the Thousand Islands House.

WEDNESDAY, September 13. — At the Thousand Islands House, Alexandria Bay.

THURSDAY, September 14. — Leave Alexandria Bay in the morning, for a steamer trip down the St. Lawrence to Montreal, passing among many of the Thousand Islands and over all the Rapids; dinner on board the steamer; arrive at Montreal, 6.00 P. M.; transfer by Morey's omnibuses to the Windsor Hotel.

FRIDAY, September 15. — In Montreal. A carriage-drive will be taken, in the course of which the principal churches, the Grey Nunnery, Mount Royal Park and other points of interest will be visited.

SATURDAY, September 16. — Leave Montreal (omnibus transfer from the Windsor Hotel to the Bonaventure street station) by the South Eastern Railway, at 9.00 A. M., for Newport, Vt.; arrive at Newport at 12.45 P. M.; dinner at the Memphremagog House; in the afternoon, excursion on the lake in steamer "Lady of the Lake."

SUNDAY, September 17. — At the Memphremagog House, Newport, Vt.

MONDAY, September 18. — Leave Newport *via* Passumpsic Railroad at 8.45 A. M., proceeding from Wells River *via* Boston, Concord, Montreal and White Mountains Railroad; arrive at Plymouth, 12.30 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.00 P. M.; arrive in Boston at 5.15 P. M.

The price of tickets for this excursion is SIXTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations, and meals *en route* at Rutland, Vt., Saratoga, Syracuse, Niagara Falls, Utica, Alexandria Bay, Montreal, Newport, Vt., and Plymouth, N. H.; carriage and omnibus transfers at Saratoga, Niagara Falls and Montreal; the steamboat excursion on Lake Memphremagog; carriage-drives at Saratoga, Niagara Falls and Montreal; care of baggage, etc. Return tickets from Newport, Vt., will be good until October 14th, inclusive.

Persons desiring to join the party for this excursion, should make known their wishes and procure their tickets on or before Monday, September 4, and be explicit in specifying their choice as Autumn Excursion No. 4, leaving Boston September 7.




A souvenir list of the excursionists will be printed for the use and convenience of the party.

BOSTON, August 5, 1882.

W. RAYMOND.  
I. A. WHITCOMB.

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 Tickets for the excursion, and all required information may be obtained of

W. RAYMOND, 240 WASHINGTON STREET, BOSTON, MASS.



# *Autumn Excursion No. 6.—1882.*

THE HUDSON RIVER, ALBANY, SENECA LAKE, WATKINS' GLEN,  
NIAGARA FALLS, SARATOGA, LAKE GEORGE,  
LAKE CHAMPLAIN,  
BURLINGTON AND MONTPELIER, VT., PLYMOUTH, N. H., ETC.

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AN ELEVEN-DAYS' TRIP

TO SOME OF THE MOST FAMOUS WATERING PLACES AND MOST ROMANTIC RESORTS IN  
NEW YORK AND NEW ENGLAND.

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THE PARTY TO LEAVE BOSTON WEDNESDAY, SEPTEMBER 13,  
AND TO RETURN SATURDAY, SEPTEMBER 23.

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Price of Tickets (all Travelling Expenses Included), Sixty Dollars.

W. RAYMOND,

I. A. WHITCOMB,

240 Washington Street, Boston.



SEASON OF 1882.

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Sixth Autumn Excursion.

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SEPTEMBER 13 to 23.

OUR sixth autumn tour will be over some of the most delightful routes in New England and New York, with trips through Long Island Sound, up the Hudson River, and through Seneca Lake, Lake George and Lake Champlain, visits to Saratoga, Watkins' Glen, Niagara Falls, and to other interesting points.

The party will leave Boston by the Norwich Line (New York and New England Railroad station, foot of Summer street), Wednesday, September 13, at 3.30 P. M. New London will be reached at 8.00 P. M., and the passengers will go at once on board the superb steamer "City of Worcester," where supper will be had previous to the

arrival of other trains. State-room berths will be furnished the members of the party, and every possible means will be taken to render the water transit safe and pleasant. New York will be reached at a seasonable morning hour, and the passage through Hell Gate and down the East River will be interesting features of the trip. Breakfast will be furnished on board the "City of Worcester," and the party will go on board the steamer "Albany," of the Hudson River Day Line, which leaves pier No. 39, the pier adjoining the one at which the Norwich boat lands. The "Albany" leaves New York at 8.45 A. M., and makes the entire trip up the Hudson by day-light. The scenery upon this noble river has often been described, but no written summary of its many beautiful scenes can do it adequate justice. In the autumn the Palisades, the Highlands, and the charmingly wooded banks of the lower river put on a new and gorgeous dress, making a fresh series of beautiful pictures. In addition to its scenes of rare natural beauty which enrapture the beholder, there are many places closely associated with the colonial and revolutionary history of our country, and with the explorations of the early Dutch navigators. Verplanck's Point is the spot at which Hendrick Hudson's ship first came to anchor after he entered the stream from the sea. Haverstraw Bay, Peekskill, Stony Point, and the heights at West Point all suggest important events of the revolution. At West Point the United States Military Academy occupies a plateau 188 feet above the river. This institution was established in 1802. At Newburgh is seen an old stone building in which Washington had his headquarters at the close of the revolution; and here the American army was disbanded at the close of the war, June 23, 1783. Newburgh and Poughkeepsie are two of the prettiest cities on the Hudson. The noble forms of the Catskill Mountains are in plain view for much of the way north of Kingston. Dinner will be served on board the steamer "Albany" at 2.30 P. M., and Albany (143 miles from New York) will be reached at 6.15 P. M.

On arriving at Albany the party will be transferred by horse cars (which run within one block of the steamer landing) to the Delavan House, of which Messrs. T. Roessle, Son & Co. are the proprietors. Here the party will remain over night. Friday morning, at 8.25, a train will be taken at the station of the New York Central & Hudson River Railroad, opposite the hotel, for the journey westward. Syracuse will be reached at 1.30 P. M., and here dinner will be provided. The train will reach Geneva at 5.30 P. M., and be run down to the steamboat wharf, so that the transfer to the boat can be made without any inconvenience whatever.

Seneca Lake and Watkins' Glen are very picturesque, each in its own way, and the time to be spent in exploring them will be pleasantly employed. The lake is 40 miles long, from two to four miles in width, and in places, 1,000 feet deep. The trip extends its entire length, from Geneva to Watkins, and the views along the shore are very charming. Watkins will be reached at 8.00 P. M., and the party will pass the night at the Glen Park Hotel, of which Mr. C. I. Frost is the proprietor, reserving the visit to the Glen until the morrow.

Watkins' Glen is a deep, romantic gorge, with precipitous walls of rock, and abounds in beautiful cascades and scenes of varied beauty. Among its interesting objects are Entrance Cascade, Stillwater Gorge, Minnehaha Cascade, Fairy Cascade, Neptune's Pool, the Labyrinth, Cavern Cascade, Stygian Pool, Sylvan Path and Rapids, Sylvan Gorge, the Cathedral, Central Cascade, Rainbow Falls and Artist's Dream. These are seen in the course of a ramble through the Glen. The forenoon will be devoted to this delightful excursion, which must be taken on foot. Dinner will be served at the Pavilion, and the cars will be taken at the upper end of the Glen at 12.30 P. M. for Niagara Falls *via* Geneva, Lyons and Rochester.

Niagara Falls will be reached at 7.00 P. M., and the party will be transferred by

omnibuses to the International Hotel, which will be made its headquarters through Sunday and Monday. There will thus be ample time for rest as well as for a thorough inspection of the Falls from every point, and for excursions to the interesting points in their vicinity. The International Hotel is near the falls and rapids, and also in proximity to the entrances to Prospect Park and Goat Island Bridge. From Prospect Park the cataract is nightly illuminated by electric lights with indescribably fine effect. Members of the excursion party will be admitted to the park at any time in the day or evening, during their stay at Niagara Falls. There will also be an extended carriage-ride with visits to all the famous view-points and places of interest in the vicinity of the falls, during which tolls, admission fees and other charges will be paid. These incidental expenses of a carriage excursion about Niagara Falls generally cost the visitor more than the ride itself. Suspension Bridge, Table Rock on the Canadian side, the verge of the Horseshoe Fall, Whirlpool Rapids (with a descent by railway to the water's edge), Prospect Park and all the places of interest on Goat Island will be visited. The excursion tickets also provide for a trip down and back on the inclined railway in Prospect Park, so that the visitor may gain the foot of the American Fall without exertion. Parties go under the falls at this point.

The party will leave Niagara Falls at 7.25 A. M., on Tuesday, September 19, taking the cars of the New York Central and Hudson River Railroad, eastward. Syracuse will be reached at 12.15 P. M., and dinner will be served at the station dining-rooms. Continuing the journey from that point, Schenectady will be reached at 4.10 P. M. and Saratoga at 5.15 P. M., the latter part of the journey being over the railway line of the Delaware and Hudson Canal Company. At Saratoga the party will make its headquarters at Congress Hall, Messrs. Clement & Cox proprietors, and there will be an omnibus transfer from the depot to the hotel. The house is situated in proximity to



the most celebrated springs, Congress Park, and the other great hotels, and in the very midst of the social life and bustle of the gay summer city, whose charms will be found to be even greater in September than in the warmer months of the year.

Wednesday morning (or Thursday morning, if parties so prefer) there will be a carriage-ride, with visits to all the principal springs, including the Champion and the Geyser, Woodlawn (Judge Hilton's beautiful park), and Saratoga Lake. This ride will take place between the hours of 9.00 A. M. and 1.00 P. M.

Thursday, at 2.40 P. M., the party will take the cars for Caldwell, Lake George, passing over the Delaware and Hudson Canal Company's line, and its Glens Falls and new Lake George branches. The Fort William Henry Hotel, T. Roessle, Son & Co., proprietors, which occupies a romantic position at the head of Lake George, will be reached at 4.10 P. M., and here the night will be passed. During the evening there will be a choice concert by members of the excursion party in the grand parlor. On the same spot now occupied by the palatial modern hotel once stood Fort William Henry, the scene of the terrible massacre of August 9, 1757. Two years previous (September 8, 1755), the battle of Lake George had been fought between the English and French near by. Fort George and Fort Gage are in the vicinity, and the former, which is near the railway station and the steamboat landing, is marked by an American flag.

At 9.50 Friday morning the party will take the fine steamer "Horicon" for an excursion the entire length of the beautiful lake. Lake George, or Lac Sacrament, as it was called by the French, is environed by mountains, and a sail over its clear and transparent waters unfolds a constant succession of picturesque views. The mountains rise in varied forms from the water's edge, and there are many gracefully-rounded inlets and bays with wooded shores and sylvan retreats. The lake is dotted with

islands large and small. After a water journey of thirty-three miles, the passengers land and take the cars for a further transit of four miles across the narrow belt of country that separates Lake George and Lake Champlain. Here we are still upon historic ground, and, just before reaching the steamer landing on Lake Champlain, the ruins of old Fort Ticonderoga, where Col. Ethan Allen immortalized himself by a bold exploit May 10, 1775, are seen upon a little elevation north of the railroad. Going on board the fine steamer "Vermont," Captain Rushlow, dinner will be provided, and the passengers will then be ready to enjoy the beautiful scenery presented by the picturesque New York and Vermont shores, as the boat steams northward towards Burlington.

Burlington will be reached at 5.25 P. M., and the cars of the Central Vermont Railroad will be taken at the head of the wharf for Montpelier. The ride thither is through one of the most picturesque parts of the Green Mountain State. Montpelier, the capital of Vermont, and one of its loveliest towns, will be reached at 7.00 P. M., and the party will remain over night at the popular Pavilion Hotel, T. O. Bailey, proprietor.

Leaving Montpelier at 8.00 A. M., Saturday, September 23, and proceeding over the Montpelier and Wells River, and the Boston, Concord, Montreal and White Mountains Railroads, the party will reach Plymouth for dinner, and arrive back in Boston at 5.15 P. M.

The return Tickets will be good from Wells River, Vt., until October 14th, inclusive. At a small additional cost, members of the party will be enabled to make a round of the White Mountain resorts, there being direct and all-rail communications from that Point with the Profile House, Fabyan House, Crawford House, Summit of Mount Washington, Bethlehem, Jefferson, etc.

The excursion will be carried out in accordance with the following

### ITINERARY.

WEDNESDAY, September 13. — Leave Boston by the Norwich line (New York & New England Railroad station, foot of Summer street), at 3.30 P. M. On arrival at the station, members of the party should check their baggage to Albany *via* Norwich and Hudson River Day Boat lines: the checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at the boat at 8.00 P. M.; supper, state-room accommodations and breakfast will be furnished on board the steamer.

THURSDAY, September 14. — Proceed to the pier of the Hudson River Day line adjoining that of the Norwich line; leave New York on steamer "Albany" at 8.45 A. M., for the trip up the Hudson River; dinner on board the steamer "Albany" at 2.30 P. M.; arrive at Albany at 6.15 P. M.; transfer to Delavan House by horse-cars (one block from the steamboat landing); supper, lodgings and breakfast at the Delavan House.

FRIDAY, September 15. — Leave Albany (New York Central and Hudson River Railroad station) at 8.25 A. M.; arrive at Syracuse at 1.30 P. M.; dinner at the station dining-rooms; leave Syracuse at 1.40 P. M.; arrive at Geneva 5.30 P. M.; connecting with the boat on Seneca Lake at the wharf; arrive at Watkins, 8.00 P. M.; stop at the Glen Park Hotel.

*Note.* — Baggage will be sent through from Albany to Niagara Falls, and not taken to Watkins' Glen, unless a special request is made to the contrary.

SATURDAY, September 16. — Visit the Glen during the forenoon; dinner at the Pavilion; take the cars at 12.30 P. M. for Niagara Falls *via* Geneva, Lyons and Rochester, arriving at Niagara Falls at 7.00 P. M.; omnibus transfer to the International Hotel. Exhibition of the Falls under the electric light at Prospect Park, in the evening; tickets good every evening during the stay.

SUNDAY, September 17. — At Niagara Falls.

MONDAY, September 18. — At Niagara Falls. Carriage-drive, visiting the Suspension Bridge, the Canada shore, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

TUESDAY, September 19. — Leave Niagara Falls (New York Central and Hudson River Railroad) at 7.25 A. M.; arrive at Syracuse at 12.15 P. M.; dinner at the station dining-rooms; arrive at Saratoga, 5.15 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 20. — At Saratoga. Between the hours of 9.00 A. M. and 1 P. M., carriage-drive, visiting the various springs and other points of interest in and about Saratoga. The drive may be taken between the same hours Thursday morning if preferred.

THURSDAY, September 21. — Leave Saratoga (Delaware and Hudson Canal Company's Railroad) at 2.40 P. M.; arrive at Caldwell, Lake George, at 4.10 P. M.; stop at the Fort William Henry Hotel.

FRIDAY, September 22. — Take the steamer on Lake George at 9.50 A. M.; arrive at Baldwin 1.00 P. M., and Ticonderoga at 1.30 P. M.; take steamer "Vermont" at latter point; dinner on board the boat on arrival; arrive at Burlington, Vt., at 5.25 P. M., connecting with train *via* Essex Junction for Montpelier; arrive at Montpelier 7.00 P. M.; stop at the Pavilion Hotel.

SATURDAY, September 23. — Leave Montpelier (Montpelier and Wells River Railroad) at 8.00 A. M.; thence over Boston, Concord, Montreal and White Mountains Railroad, south; arrive at Plymouth, N. H., 12.00 M.; dinner at the Pemigewasset House; leave Plymouth at 1.00 P. M.; arrive in Boston at 5.15 P. M. (Boston, Lowell and Concord Railroad station).

The price of tickets for this excursion will be SIXTY DOLLARS. This sum will cover all travel by railway and steamer, in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; state-room berths on the Norwich line; omnibus and other transfers in Albany, Niagara Falls and Saratoga; carriage-drives and tolls at Niagara Falls and Saratoga; all baggage transportation and transfer, etc.; and in brief, all needed expenses of the entire round trip from Boston back to Boston. Return tickets will be good from Wells River until October 14, inclusive.


Persons desirous of joining this party should make known their wishes as early as possible, and certainly on or before Saturday, September 9. In joining this excursion party be particular to name Autumn Excursion No. 6, leaving Boston September 13.

A souvenir list of the excursionists will be printed for the use and convenience of the party.

W. RAYMOND.

L. A. WHITCOMB.

Boston, August 5, 1882.

 Tickets for the excursion, and all required information may be obtained of

W. RAYMOND, 240 WASHINGTON STREET, BOSTON, MASS.

## HOW OUR PARTIES TRAVEL.

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There are several thousand ladies and gentlemen, residing in various parts of the country, to whom any special explanation under this head will appear superfluous. These comprise the many who have accompanied us on excursions to California, Washington, Richmond, Saratoga, Niagara Falls, the White Mountains, through Canada, etc. For the benefit of persons who may not have had this experience, a description of our methods is herewith given:—

In the first place, the members of an excursion party are all known to us previous to starting, at least, by name and relation. Care and judgment is used in the formation of a party, and no person is accepted as a member until the name has been furnished. It is always our endeavor to bring together tourists of a refined and cultivated class, and to make up our travelling parties of persons of congenial tastes, so that the social element, as well as that of travel and sight-seeing, shall constitute a source of enjoyment. Our success in these particulars has always been very gratifying, and the incidental pleasures of the various trips have been in no small degree enhanced by select and agreeable companionship. Our California parties have held reunions, and in some instances formed themselves into associations for such purposes. In connection with many excursions, musical and literary entertainments of a high order have been given by artists of acknowledged talent. While these, and many other special pleasures are enjoyed in common, a little family group, or party of friends, may be as

much by itself, and even more, than in ordinary travelling. Rooming at hotels and on steamers, the arrangement of carriage-drives, and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together, or in contiguity, is regarded to as great an extent as possible. In long journeys where sleeping-cars, or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary travelling. A little party thus secures accommodations as a party without encroaching in any way upon the rights of others, and without any special effort of its own. No tourist who has had experience in crowded railway-cars, steamers and hotels, can fail to see the advantage of having the interests and welfare of himself and companions carefully looked after by another, while those who are benefitted by such watchfulness are left to the full enjoyment of their time, untroubled by anxiety as to their ability to secure rooms at their next halting place, or places at the next change of tram. In case of a party, these changes of cars are more frequently avoided than in other way, since through trains are sometimes run for its sole accommodation, and troublesome transfers are often prevented by establishing connections not attainable in the ordinary service of trains.

One or more experienced conductors accompany every party, and the travellers are relieved of all personal care and responsibility. Arrangements have been made in advance; and there need be no anxiety as to transportation facilities, meals *en route*, hotel accommodations, carriages, transfer and care of baggage, etc. All these things, and many others, are attended to by the conductor and his assistants; and every incidental item of the excursion, as well as the railway travel, is covered by the book of coupons, each separate coupon indicating plainly precisely what the holder is entitled to in return therefor. While other travellers are hurrying to and fro in the endeavor to secure seats, sleeping-berths, conveyances or rooms, putting forth every effort to out-

strip and outdo his neighbor, a member of a "Raymond Party" rests serenely, knowing that all requisite accommodations are reserved for him. The hotel rooming is done in advance, and a little card handed him in the cars informs him where he is domiciled, while his trunk or valise follows him, or perhaps precedes him to his apartment. Registering one's name as an ordinary guest is not a necessity, the card serving as all the introduction necessary and as an immediate passport to the room. Special cars, and often special trains, are at the service of the party to facilitate the comfort, seclusion and convenience of its members. Special excursions are made to important points, and thus time, as well as money, is saved, since independent or ordinary travellers could not command such facilities or attention. With old tourists, as well as with inexperienced ones, this mode of travel finds favor, for they are left free and untrammelled to the enjoyment of travel and sight-seeing. Ladies travel by this method easier than by any other, inasmuch as they are relieved of many petty cares and annoyances inseparable from ordinary travel. They are enabled not only to travel without special escorts, but also without becoming dependent on other travellers, since provision is made not only for the party as a whole, but for each individual member. Having paid for the entire excursion, a member of one of our parties has no need to make any further expenditures of money, except for the gratification of individual tastes in the purchase of souvenirs, gifts, etc.; all travel and hotel accommodations, with transfers and incidental meals, being covered by the purchased ticket.

It should be said further that FIRST-CLASS ACCOMMODATIONS are invariably engaged for our parties, both *en route* and at hotels. Special arrangements are made at eating-stations; sufficient time will always be given for meals; and only *the very best hotels* are selected in the various cities, and at the various points where stops are made.



We might quote column after column, penned by intelligent and well-travelled newspaper correspondents, hundreds of unsolicited personal testimonials, and the more formal expressions of the parties that have travelled under our charge in praise of our tourist system.

In the list of excursions here enumerated, it will be seen that nearly every great resort of New England, New York and Canada is included. A round of the White Mountains, with visits to all the noted romantic resorts of that region, and also to that charming lake resort, the Memphremagog House, Newport, Vt., may be made within the space of a week, or the time may be prolonged at pleasure. Journeys to Saratoga, Niagara Falls, Trenton Falls, Watkins' Glen, Lake George, the Thousand Islands, Montreal, Quebec and the Saguenay, will occupy a longer time; and in each excursion several important points are combined, affording a varied programme of romantic attractions in each instance.

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## SPECIAL NOTICE.

When sending names for any of these Excursions, be particular to give full name (middle initials, if any), stating whether "Miss" or "Mrs." if ladies, and also give Post Office address.

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